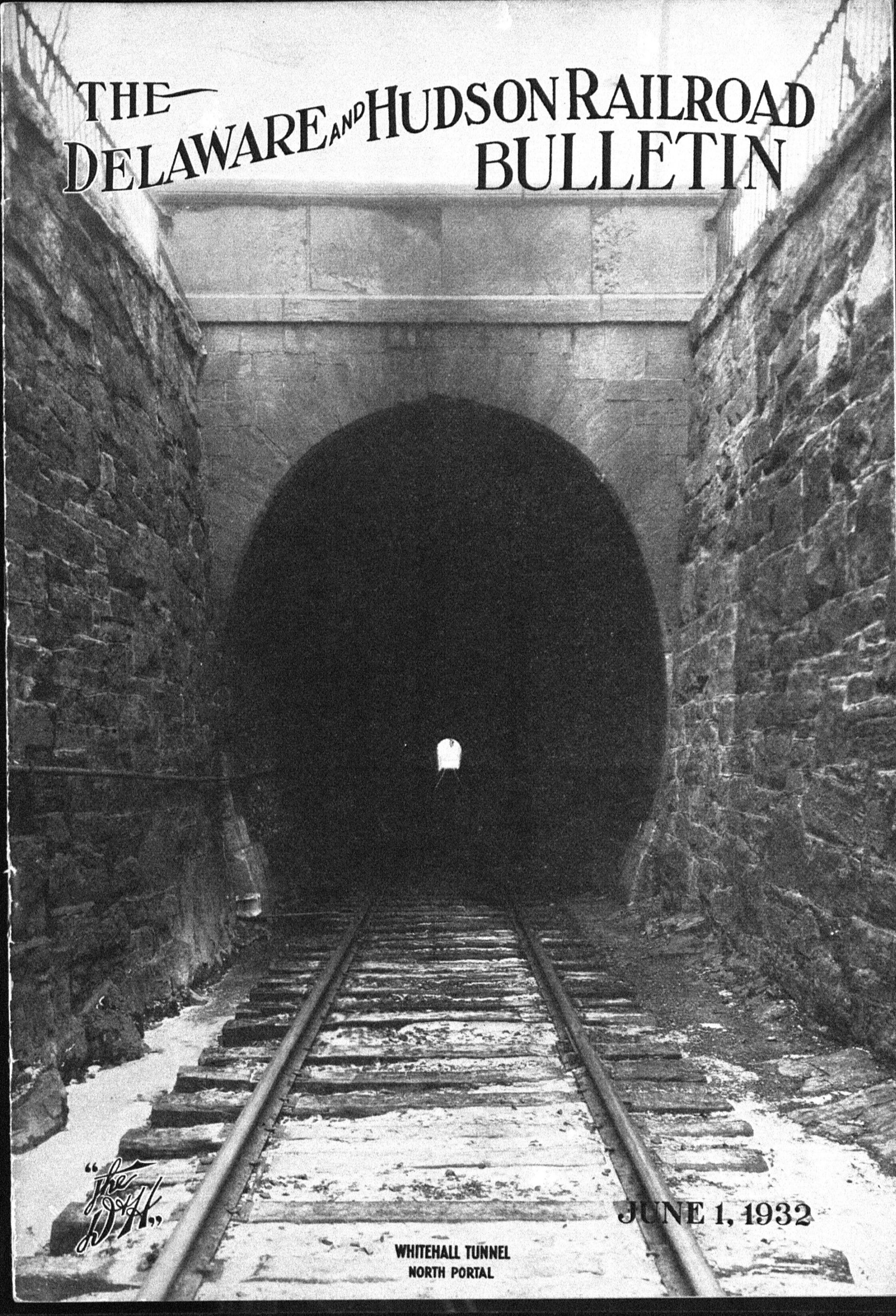
THE DELAWARE AND HUDSON RAILROAD BULLETIN



WHITEHALL TUNNEL
NORTH PORTAL

JUNE 1, 1932

A Hand On Your Shoulder

WHEN a man ain't got a cent,
And he's feeling kinda blue,
And the clouds hang dark and heavy
An' won't let the sunshine through,
It's a great thing, O my brethren,
For a feller just to lay
His hand upon your shoulder
In a friendly sort o'way.

It makes a man feel curious,
It makes the teardrops start,
An' you sort o' feel a flutter
In the region of the heart!
You can't look up and meet his eyes;
You don't know what to say
When his hand is on your shoulder
In a friendly sort o' way.

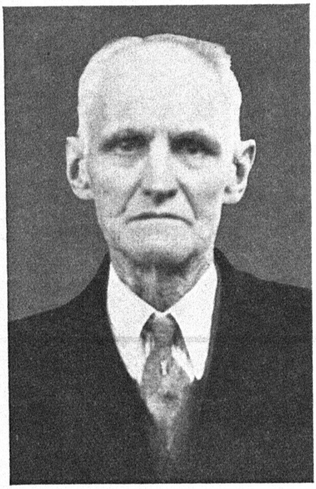
Oh, the world's a curious compound,
With its honey and its gall,
With its cares and bitter crosses,
But a good world after all.
An' a good God must have made it—
Leastways, that is what I say
When a hand is on my shoulder
In a friendly sort o' way.

—JAMES WHITCOMB RILEY.

The
DELAWARE AND HUDSON RAILROAD
CORPORATION
BULLETIN

Built Wooden Cars

Half-Century Ago in the Now Abandoned Salem Shops



WILLIAM B. LYTLE

TIME was when the Troy, Salem and Rutland Rail Road, now a part of the Delaware and Hudson lines, operated extensive car and locomotive repair shops at Salem, N. Y., now on the Rutland and Washington branch. In the car building plant at this point WILLIAM B. LYTLE, retired carpenter and car repairer, began his 49-year career as a railroader.

After graduating from Washington Academy, in Salem, WILLIAM spent six years as a carpenter erecting frame houses in the vicinity of his home town. The experience thus gained proved invaluable to him subsequent to his employment by the railroad in 1881, at the age of 24.

Both gondolas and box cars were built in the old Salem shops, and although they were then of up-to-date pattern, these particular designs of cars have long since become obsolete.

The box cars were built to carry a load of 25 tons, were 33 feet long, and equipped with wooden trucks and underframes. As air brakes had not yet been developed, they had hand brakes which were operated by a wheel on top of the car.

The other cars built at this plant were drop end gondolas, the ends being so constructed as to collapse inward to the car floor when a catch was released. In place of the hoppers now installed under gondolas to permit rapid unloading, there was a single trap door in the center of the car floor.

To close the trap, prior to loading, a ratchet device on the side of the car was turned with a wrench, winding a chain around a rod, thus pulling the door up tight. To dump the load the catch was released, the chain unwound automatically because of the weight of the lading and the contents dropped out.

Wooden underframes, iron truss rods, and wooden trucks were then standard on all freight equipment. Aside from the iron brake shoes, arch bars, center plates and pins, and the wheels, the truck was constructed completely of wood.

In the locomotive shop the diminutive engines of that period were repaired and rebuilt. Although no new engines were assembled, all the other operations of a modern railroad back shop were performed there. Engineers, who then had regularly assigned power, were anxious to have their locomotives repaired at Salem, says MR. LYTLE, because of their fine condition after being overhauled there.

During his six years there MR. LYTLE made all the wooden parts used in the construction of a car at one time or another. John Borgardis was then Car Department Foreman at Salem, while William Tolman was in charge of the locomotive shop.

In 1885 MR. LYTLE was transferred to the car shops at Green Island under Car Foreman "Chris" Koerner. In the nineties MR. LYTLE was appointed foreman, and later he became Wreckmaster at Green Island.

One wreck in particular stands out in MR. LYTLE'S mind. It occurred at Corinth, N. Y., when two box cars loaded with wood pulp and two gondolas full of coal were backed off the end of a trestle and toppled down to the ground 75 feet below. They were so badly damaged that they had to be demolished and lifted up to the tracks in pieces. The truss rods were cut with mauls and chisels as the acetylene torch had not yet been invented. It took three days to clean up the wreck.

On July 1, 1912, MR. LYTLE went to Colonie as a carpenter, at which work he continued until placed on the retired list December 1, 1930.

On the occasion of his retirement MR. LYTLE was invited to attend a noon-hour meeting of employes in the Colonie coach shop. The "meeting" turned out to be a farewell party in his honor at which he was presented a smoking stand, a pipe set, a box of cigars, and other mementos by his fellow employes.

MR. LYTLE is a member of the Delaware and Hudson Veterans' Association, and the First Presbyterian Church of Green Island. He has been a member of this congregation for the past 40 years and a trustee for 38 years. MR. and Mrs. LYTLE live at 24 George Street, Green Island.

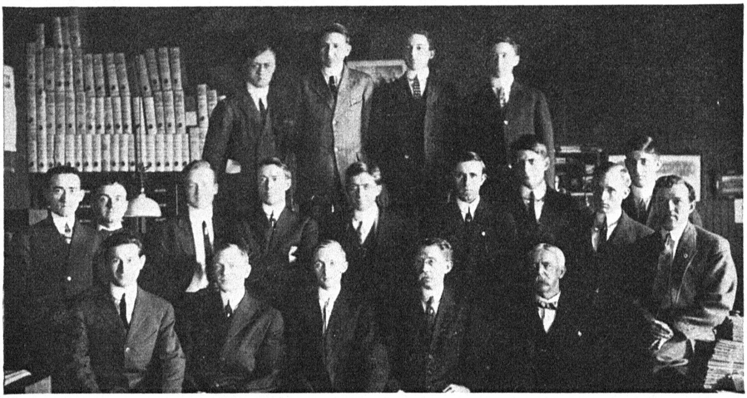
On the Premises

MARK Twain once went to borrow a book from a neighbor's library. The owner said he would be happy to accommodate him, but he had adopted a new rule that any volume taken from the library must be used on the premises.

The next week the neighbor dropped in for the loan of Mark's lawn mower.

"Take it and welcome," chirruped Twain, "but under a recently adopted policy it is only to be used on the premises."—*Kessinger's Mid-West Review.*

Master Mechanic's Office Force, Colonie, 1910



Front row, left to right: Ben Solomon, Frank Roddy, Pierce Hayes, Michael Burke, and P. G. Byers; second row, D. HIGGINS, R. GORDON, W. J. O'NEIL, Ray O'Brien, J. E. Fitzgerald, EDWARD EVERS, Norbert O'Brien, Stephen Burke, Edward Ryan, and F. S. Apple; standing, Howard Buckingham, unknown, Harry Leonard, and WILLIAM J. REIDY.

Some of the Things That Happen if You Don't

Watch Your Step!

"WATCH your step!" has come to be a recognized "Safetygram" the world over. By heeding this sound advice we can avoid many sprains, strains, fractures, bruises, cuts, and even death; habits of care and thoughtfulness will be formed that will carry over into other activities than those immediately covered.

Reference is made to the necessity for the use of care in selecting and using a safe foothold, particularly when stepping over rails when crossing tracks. Why?

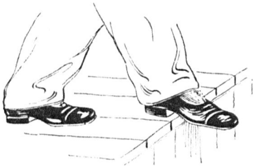
DON'T STEP ON RAIL
MANY FALLS AND SPRAINS ARE CAUSED BY THIS PRACTICE
STEP CLEAR OVER

A train master crossing tracks in front of his office, stepped on a rail with the arch of his foot on top of the rail; he weighs more than 200 pounds; as he brought this weight up on the arch of his foot, his ankle gave way and he fell, spraining the ankle so that he was kept off of not only the rail, but his job, for several weeks.

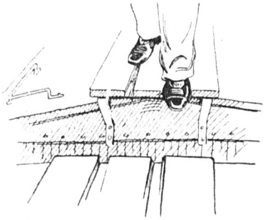
A mechanic, carrying a tool box on his shoulder, started down the platform parallel with the track, the rails of which were flush with the walkway. As he stepped on top of the rail his foot slipped sideways, and he fell to the walkway. The tool box struck his wrist which was fractured, and he remained off duty more than a month.

The tops of rails, particularly in wet weather are very slippery, and when a man falls under these circumstances, he falls hard and an injury is almost certain to follow.

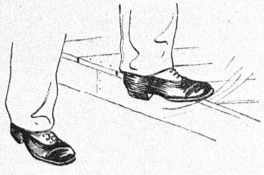
A switchman, hurriedly crossing the track in front of an approaching engine, stepped on the top of a rail at a point some fifty feet in front of the engine. He was crossing in a diagonal direction, his shoes were wet, his foot slipped sideways and he fell to the track, suffering severe bruises that laid him up for several days. But for an alert engineman, a fatality, rather than a reportable injury would have been the result.



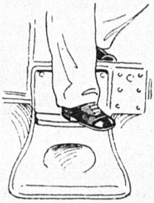
An employe of the Supply Department, instead of using the steps at the end of a platform, attempted to get down from the platform to a lower area by stepping from the platform with his foot half on and half off the edge. As he brought the weight of his body upon his foot, he became overbalanced and fell. He was badly bruised and remained off duty twelve days.



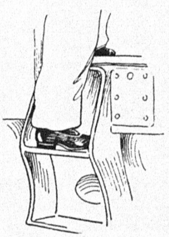
A brakeman, on top of some box cars setting brakes, failed to see that his last step on the near runningboard was made from a point which would bear the whole weight of his body and give him a toe spring in making the step; he slipped from the running board and fell between the cars. In his fall, he struck the end sill and was thrown to one side, the car wheels passing over and amputating one leg.

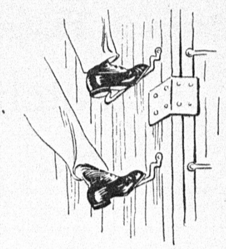


An agent, moving parallel with a low station platform, attempted to step up on the platform but stepped sideways, with his foot partly on and partly off the platform. Of course a severe sprained ankle resulted. Eyes front and intelligence would have kept this agent off the casualty list.

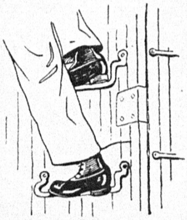


A conductor, dismounting from the platform of a caboose, came out face foremost, using one hand on the grab iron. As he put his heel on the second step from the top, the rubber heel, worn smooth, slipped from the step and he fell to the ground, fracturing his rib. The caboose was standing at the time. Men should face the steps using BOTH HANDS on the grab irons as intended, and should do this both when cabooses are moving and standing still.

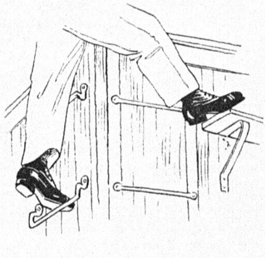




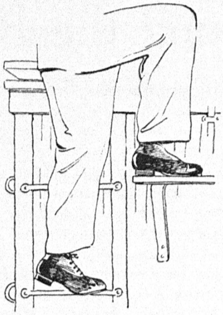
A brakeman went up the side of a box car, facing the hand holds, with body swinging off from side of car about three feet. His shoes were wet, his toes were not placed securely on the grab iron, and the inevitable happened. One foot slipped from the rung and he fell ten feet to the ground. His body was badly bruised.



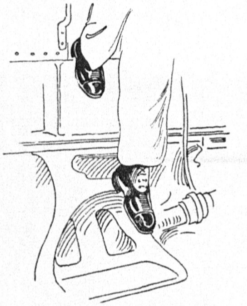
How much better if he had turned slightly sideways as he went up the side of the car, placing more of his foot on the grab iron. This would automatically have brought him nearer the car and averted danger of sideswiping cars on the adjacent track.



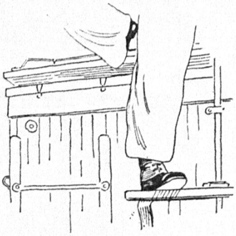
Another trainman stepped from a grab iron on the side of a car directly to the brake step, and placed his foot on the corner of the step. It slipped off and a near fatality resulted.



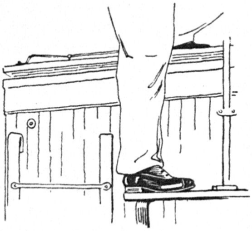
He should have brought his right foot from the grab iron on the side of the car to the rung of the end ladder, then brought his left foot to the same rung of the end ladder, then planted his right foot squarely on the brake step. Common sense and judgment in selection of safe foot holds is a mighty good habit to form.



A mechanic, coming out of the gangway of a locomotive, moved down the steps face foremost, planting his heels on the steps. He had a large wrench in one hand and was wearing greasy gloves. When his heel slipped from the step, he fell and was badly hurt. He should have laid his wrench down on the deck, dismounted from the gangway backwards as he would come down any ladder. This warning applies particularly to engine crews who are often found coming out of gangways the wrong way.



A brakeman attempted to step from the top of a box car to the runningboard, facing foremost, without maintaining a secure hand hold. He made a mis-step, his foot slipped from the runningboard, throwing him between the cars with fatal results.



He should have turned around, taken a firm grip on the hand hold on top of the car and carefully placed his feet on the brake step. Had he done this, he would not have lost his life.

With a friend, I was crossing the street when he stepped on the rail of the street car track, his foot shot out from under him and he fell on the street. As he picked himself up, I heard him mutter "................... that rail."

Now the trouble was not with the rail, not with the street, not with the weather (it happened to be raining), but with my friend who knew the combination, having passed this point thousands of times. And yet, until I discussed it with him, he had not tumbled to the fact that his accident was entirely his own fault and was due to his failure to see that his feet were finding safe places.

The moral of this study is—THINK! LOOK!! STEP SAFELY!!! and "Slippances" need hold no menace for you.—*A. R. A. Safety Circular.*

Taking the Roof Off

How Changes Are Being Carried Out in Conne

By JAMES MACMARTIN

Whitehall Station

ON Tuesday, November 16th, 1875, a special train bore the "Opening Excursion" party from Albany to Montreal on a journey commemorating the completion of the New York and Canada Rail Road.

"Passing out through the tunnel and down past the old steamboat landing........the train sped northward..........," reads the account printed in the Plattsburgh *Republican* at the time, referring to the departure from Whitehall.

For nearly 57 years thereafter trains continued to pass in and out of the village through this same tunnel, while the New York and Canada Rail Road eventually lost its identity and became part of the Delaware and Hudson system. Soon the tunnel will be but a memory, removed to eliminate grade crossings and to facilitate the transportation of passengers and freight in accordance with the demands of a growing country.

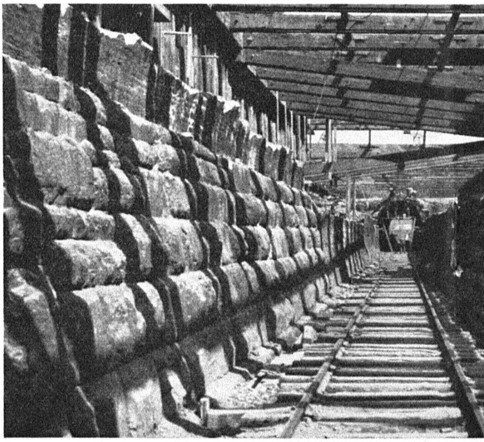
The elimination of the tunnel is but one phase of the problem which faced our engineers in connection with the grade crossing elimination project which was worked out covering the Boardman St., Main or Canal St., and Bellamy St. crossings.

Inception of this work took place in October 1929, when it was placed upon the 1930 program for grade crossing elimination. Preliminary hearings were held before the Public Service Commission to determine the necessity for such a revision of line. As a result of these hearings, surveys were made and several schemes for the elimination of these crossings were placed before the Public Service Commission at subsequent hearings during the first half of 1930.

On August 20, 1930, the Public Service Commission issued an order, directing the Delaware and Hudson Railroad Corporation to prepare plans and estimates, submitting the same for approval, and to carry out the authorized work.

Such plans, estimates and land-taking maps were prepared under the direction of the Chief Engineer of The Delaware and Hudson Railroad Corporation, and approved by the Public Service Commission. The necessary land was appropriated by the State of New York. Bids for the construction of the work were opened on October 7, 1931. Hecker-Moon Company of Cleveland, Ohio, was the successful bidder, who was awarded the contract November 7, 1931. Since that date, work has been carried forward and on April 30, 1932, was 32 per cent complete.

The project consists of changing the alignment and grade of the present line as follows: Leaving the existing line at a point 0.82 miles south of



In the foreground, below the track, is a cross-brace su
clearance limit appears more bracing. Widening the cut has
may be seen at work removing another section of the tunnel.

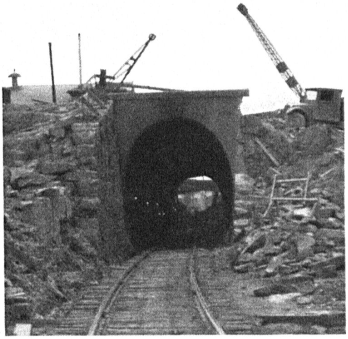
ff Whitehall's Tunnel

Connection With Grade Crossing Eliminations

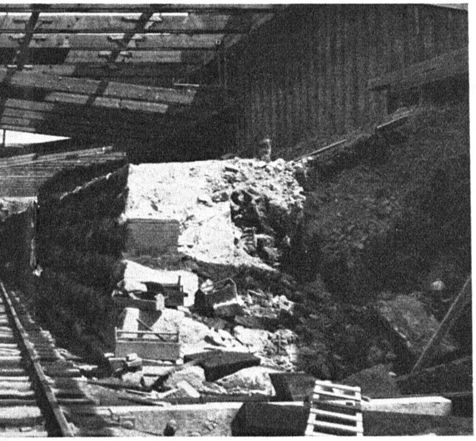
MARTIN, *Chief Engineer*

the passenger station, the new double track line ascends on a 0.3 per cent compensated grade until it reaches a point about 1400 feet south of the depot, from which point it starts to descend on a 0.3 per cent grade for about 400 feet. Then the alignment swings to the east on a 1 degree curve for about 350 feet, continuing the descent. The new line passes the passenger station on the east side, approximately 200 feet to the east of the old line, and about 10 feet lower in elevation. Just north of the depot, Boardman Street is carried over the new location of the tracks by means of an overhead structure, with approach connections to all existing streets.

North from Boardman Street, the new tracks descend on a 0.5 per cent compensated grade and enter the tunnel area at Saunders Street. The present tunnel is now being removed and in its place is to be constructed an open cut, walled on both sides and wide enough to accommodate a double track line. The present Saunders and Division Streets will be carried over this new line by a short concrete slab top bridge, extending along the track 235 feet, and replacing the former 700-foot tunnel. The present Clinton Avenue will be carried over the new tracks by an overhead plate girder type structure, and the present Bellamy Street will be closed between the right-of-way lines.



North Portal of Tunnel



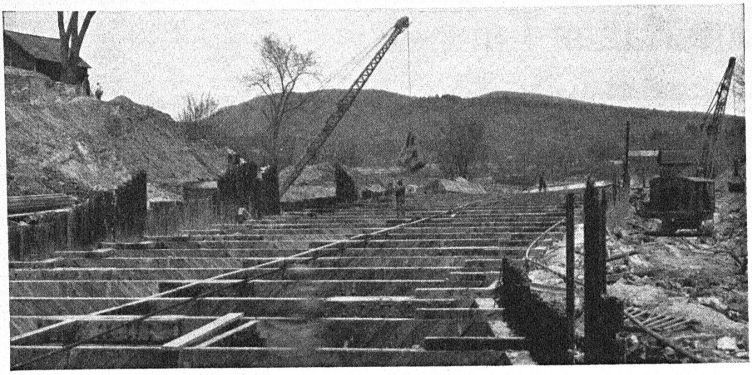
-brace supporting the sheet-piling at the right. Above the cut has progressed somewhat, while in the distance men tunnel.

From the tunnel area north, the new tracks continue to descend on a 0.5 per cent compensated grade and on the present alignment until they reach the present track at the end of the project some 2500 feet north of the existing north portal of the present tunnel.

The difficult feature of the work is the removal of the present single-track tunnel under traffic. It is being accomplished by driving sheet piling on each side of the tunnel; on the west side just outside of the west wall of the tunnel, and on the east side far enough away from the east wall to permit the laying of a double track between the walls of the new structure.

As the present tunnel is carried on long timbers throughout its cross-section and on either yellow or blue clay foundation, it was necessary to drive the sheet piling to rock below the grade of the track of the tunnel, about 25 feet, which necessitated the driving of about 50-foot lengths of sheet piling. Of course, the cross-bracing could only be done up to the clearance point in the present tunnel and again under the track of the present tunnel, to permit the running of trains.

Owing to the nature of the material which it was necessary to support, a great deal of care had

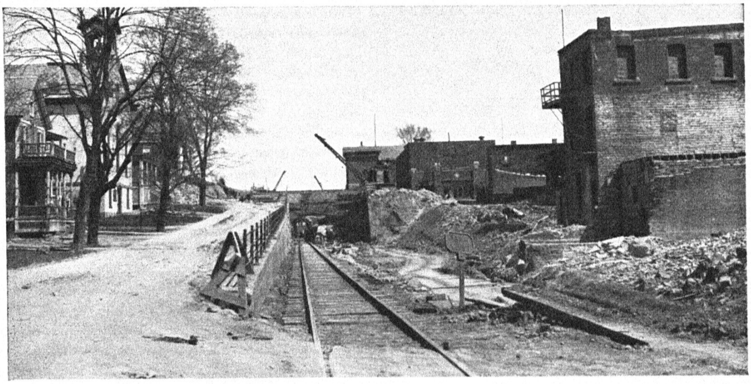


Cross-bracing at North End of New Cut

to be exercised in the driving of the sheeting and the cross-bracing of same, particularly as it was necessary to excavate inside the sheeting about seven feet below the present base of rail of the track to put in an invert (foundation), which will extend between the new walls and which is approximately six feet in depth, resting on piles.

A shield, built up of pressed steel sections bent to the radius of the tunnel arch and bolted together, is placed during the removal, to serve as a protection to the track as the roof is removed. As the work progresses, the shield is taken down and moved ahead.

After the removal of the tunnel arch, the work of building the new walls will proceed. The east wall will be built first, half of the bottom put in, the track thrown to the east side, and then will start the removal of the west wall.



View from intersection of Church and Broad Streets, looking north, showing progress which had been made in the removal of the tunnel on May 8th

Pistol Team Ends Successful Season

AFTER placing second in the exceptionally hard fought National Police Pistol League Tournament, the Delaware and Hudson Police Department marksmen proved their ability by defeating the New Jersey State Police and West Point Cadet teams in a three cornered match fired on the Army range at West Point, April 30.

In this thrilling encounter the Delaware and Hudson five scored 1467 out of a possible 1500; the New Jersey State Police squad shot 1459, only 8 points less; and the Cadets placed third with 1412. The railroaders' scores were: GRATCOFSKY 295, PENNINGTON 294, OVERBAUGH 294, RUSS 293, and MASKO 291, with 300 the highest rating attainable, the team averaging 98.8 per cent of perfect scores.

In the April 1st issue of *The Bulletin* an account was given of the results of the first four matches in the National Police Pistol League Competition, and at that time our team was tied with Boston for first place, each team having won three matches and lost one.

Six matches were fired since that article was written, with the following results:

Week of	*D. & H. Score*	*Opponent*	*Score*
3-5	*1432	Los Angeles	1421
3-12	1398	Washington, D. C.	*1400
3-19	*1435	New York City	1417
3-26	1413	Boston	*1427
4-2	*1420	Mass. State	1404
4-9	1402	Los Angeles	*1442

The asterisk in each case indicates the winner. It will be noted that all the scores were unusually high and in one case the Delaware and Hudson team lost by only two points, 1400-1398.

Below is given a composite record of the individual scores of our men:

	3-5	3-12	3-19	3-26	4-2	4-9
OVERBAUGH	289	293	290	292	294	288
RUSS	292	277	287	289	287	281
GRATCOFSKY	288	285	283	293	289	284
PENNINGTON	283	271	285	265	270	279
MASKO	280	272	290	274	280	270

Patrolman OVERBAUGH, it will be seen, came the nearest to a perfect score during the week of April 2 when he shot 294; both he and GRATCOFSKY fired 293 in one match; while the lowest score of the group was 265.

This low was caused by a defective bullet, which "key-holed" into the outer edge of the target. In revolver or rifle competition a "key-hole" shot is caused by a flaw in the cartridge which causes the bullet to turn end over end after it leaves the gun, instead of revolving, and its path is therefore deflected upward or downward, depending on which way it is spinning.

In this particular case it hit the edge of the target instead of entering one of the rings where it would have counted for 10, 9, 8, 7, or 6 points. Landing, as it did, outside the rings, it was of necessity registered as a zero, although it is highly probable that it would have rated at least 6 points if it had not been for the defective ammunition.

The final standing of the teams in the National Police Pistol tourney was:

	Won	*Lost*	*P. C.*
Boston	7	3	700
Delaware & Hudson	6	4	600
Washington, D. C.	5	5	500
Los Angeles, Cal.	5	5	500
New York City	4	6	400
Massachusetts State	3	7	300

Quick-witted Mike

THE late James J. Hill was inspecting his railroad system with an imposing group of officials. At Minot, North Dakota, the party walked down the ties on a section of road bed. First came Mr. Hill, then the vice-president, the general superintendent and so on down to the roadmaster, and finally Mike Cassidy, the section boss. Mr. Hill picked a brand new spike out of the gravel, and as he handed it back to the vice-president he remarked that this was a case of carelessness which would have to be explained. The spike was passed back down the line from official to official until it reached the roadmaster and Mike.

"Mike," said the roadmaster, "Mr. Hill just picked up this spike and he wants to know why company property is left lying round this way."

"Well thank God for Mr. Hill," replied the section foreman. "I've had six men searching for that spike for four days."—*Conrad Healey in "The Reader's Digest."*

Bad Boy?

Little Emily ran in the house, crying as though her heart would break.

"What's wrong, dear?" asked her mother.

"My dolly—Billy broke it," she sobbed,

"How did he break it, dear?"

"I hit him on the head with it."

The
Delaware and Hudson Railroad
CORPORATION
BULLETIN

Office of Publication:
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All communications should be addressed to the Supervisor of Publications, Delaware and Hudson Building, Albany, N. Y.

Vol. 12 **June 1, 1932** **No. 11**

Aspiration

IT must become the prime function of man to aspire, to reach a higher level, to get into a clearer light, to rise into something nobler and purer and better. There comes to every man at times a sense of something above him, something great and beautiful and good, something that wins him and draws him to himself.

It is this quality of aspiration that keeps the nature fresh, that renews the faculties and makes them keen and strong for opening paths into the higher realms of life and truth. Without this quality one plods along on the same dusty level, labor turns into drudgery, or worse still, one becomes contented with things as they are.—*T. T. Munger in "Trotty Veck Message."*

Might Have Been Worse

AN incident in *All Aboard*, publication of the Northwestern Pacific Railroad Company, recalls to mind the joke about the old Scot who listened patiently while a friend recounted a series of mishaps which he had dreamed had befallen the Scotchman. The latter's final rejoinder was "It might have been worse—it might have been true!"

The incident to which we refer took place Sunday, April 19, when many pleasure seekers were motoring over the Redwood Highway. A truck and trailer overturned, strewing its 16½-ton load over the countryside. This in itself would be bad enough, but it might have been worse. The truck contained 16½ tons of dynamite and black powder. Fortunately no explosion took place or it *would* have been worse.

Such shipments have no place on our highways. Just think of the mischief that much high explosive was capable of. Yet it was out on the highway on a Sunday afternoon.

Surely this illustrates the folly of permitting dangerous loads to be transported for long distances over main highways. Even had there been no mishap a 16½-ton shipment involves a gross load on the roadway of around 30 tons. It is not necessary for highways to carry such loads.

Greener Pastures?

CERTAIN Brazilian shepherds once organized a party to go to California to dig gold, and took along a handful of translucent pebbles with which to play checkers on the voyage. After arriving in San Francisco, and after they had thrown most of the pebbles away, they discovered that they were diamonds. They hastened back to Brazil, only to find that the mines from which the pebbles had been gathered were sold to the government.

The majority of us have yet to learn that "our grand business is not to see what lies dimly at a distance, but to do what lies clearly at hand." Men and women without number have sold farms or estates, and given up good positions and homes to go "somewhere else," because they were sure, if they could but change their present condition, they could succeed.

The richest gold and silver mine in Nevada was sold for forty-two dollars by the owner, to get money to pay his passage to other mines where he thought he could get rich.

Thus the world has seen one man after another fail hopelessly while in quest of success. On the other hand, by grasping opportunities where they were, thousands have made fortunes out of trifles which others, in the wild race for riches, had overlooked.

There is power and fortune lying latent everywhere about us, waiting for the eye that can see and for the mind that can utilize. We tread heedlessly upon the lids of great secrets of nature, easily discoverable to the observant eye and which would help all mankind along in the upward path of civilization.—*Rays of Sunshine.*

Seven Hand Signals—Plus!

OPERATING rule-books of American railroads, based on the Standard Code, show seven hand signals. They are for starting, stopping and regulating the speed of trains. But these seven are only a beginning of the hand signals actually used by railroad men. There are really scores. And many of them, to the layman, look very complicated and are quite unintelligible.

Suppose that a number of men are working on a stretch of track. A freight train approaches on the schedule time of a passenger train. As the freight passes, the foreman of the track gang holds up his right hand with three fingers out. The engineer sees the sign, and holds out both of his own hands with the fingers spread, withdraws them, and then holds out his right hand only, with the fingers spread.

The foreman of the track gang is asking how No. 3, the passenger train that is due, is running, so that he can regulate his work to be prepared when she comes through. The engineer is telling him that No. 3 is fifteen minutes late—two hands have ten fingers and one hand has five. It is all plain to these men.

Most of the hand signs in use on the railroad originated in a natural work-a-day way. You can see this from the following. A coal train is plodding along. Two miles from Elm Grove, on an upgrade, it comes to a halt. The flagman in the caboose goes back to protect the rear of the train, and the conductor starts toward the head end to find out why it has stopped. It has come to a halt on straight track and the conductor can see the headend brakeman in the distance, uncoupling the engine from the train. The brakeman observes the conductor coming forward and is aware that he wants to know the cause of the delay. So the brakeman closes his fists, holds the right one over the left, and then lifts his right hand upward about ten or twelve inches; then he puts his right hand to his face, with the thumb to his mouth, and tilts the hand up, as if he were drinking from a cup.

"Cuttin' for water! Why didn't those fellows take water at Glendon if they didn't have enough to make Elm Grove?" the conductor says to himself as he sees the signs and watches the engine hurry forward toward Elm Grove.

Another hand sign that shows a natural origin is the hot-box sign. If a track worker, towerman, or station agent observes a hot journal in a passing freight train he will give those on the caboose this sign, and the bearing will be looked after at the next stopping place. The sign is given by holding the nose with the thumb and index finger, and then pointing ahead along the train. The smouldering waste in a hot journal-box gives forth a terrible odor, and the holding of the nose is to show that this odor has been noticed. The nose detects a hot journal when no smoke or blaze is visible, and long before there is any danger of accident.

Very simple hand signs sometimes convey a great deal of information. Say the engineer on a freight train entering a yard, where the train is to be put away, toots the whistle four short blasts—universally understood as the question: "What are we to do?" A yardmaster standing on the little side porch up on the tower at the end of the yard touches his head with the fingers of one hand, then raises his hand with the fist closed twice above his head; finishing this, he rubs the palms of his hands together, and then crosses his arms between the wrists and elbows. What he has replied to the engineer's whistle question is this: "Head in No. 2 track with your train and pull down far enough to clear the crossover."

Had the yardmaster wanted the train to go to the other end of the yard and back into No. 4 track, he would have given a proceed signal, and then touched the back of his left hand with the tips of the fingers of his right hand, and then raised his hand above his head four times.

There are signs for such things as coupling up a train and proceeding, for coupling a helper engine to the rear of a train, for saying that a certain train is on time, for throwing a certain switch, and for many similar things. A couple-up-and-proceed sign is made by curling the fingers of both hands to a half-closed position and hooking the hands together, followed by a go-ahead wave of the hand. For coupling on a helper engine, the same couple sign is given, supplemented by ramming a fist into the palm of the other hand. (A helper engine is called a rammer.) To give an on-time sign the arms are held in a circle with the finger tips touching, making the letter O, followed by holding one arm vertical from the elbow, and letting the other arm rest above it, making the letter T. This sign is usually preceded by holding up a certain number of fingers, or by the shooting up the arm a number of times, to indicate the train number.

The sign language often works a considerable saving of time in the operation of trains. Say a freight train arrives at a station where some switching is to be done. The conductor goes to the office to get his train orders and to find out what the switching instructions are. He is told by the station agent that two cars on the siding are to be picked up—the second and third cars. He goes outside and gives his crew, which has just finished taking water at the tank below the station, a pull-up sign. Then he makes the couple sign and raises his hand above his head three times; after that he touches the back of his left hand with the fingers of his right hand, and then holds a hand above his head one time. He has told his crew to pick up three cars on the side track, to put in the train, and to return one to the siding. By the time the train orders are received and the conductor leaves the office the switching may be completed.

While most of the railroad sign language is a working code, it is not all that. Sometimes it has a connection with the social amenities. Now and then a friendly comment is even made on the weather, say between the crew of a passing freight train and the operator at a lonely telegraph station. In Summer, when the thermometer is soaring, one has but to wipe one's fingers across one's brow and then toss a little make-believe sweat off them to say: "Some hot day! You bet it is!"

It is natural for every railroad man, from the general manager down, to keep track of his superiors. This propensity has been the origin of two or three peculiar signs. When the baggagemen in a baggage-car at the front of a passenger train places his thumbs in the armholes of a real or imaginary vest and swells his chest out and points back along the train, those who are looking on know that he is saying: "The big boss is back on the train." Another sign for saying that officials are in a certain direction is to hold the fingers five or six inches from the head and work them up and down in a motion like scratching the head, and then point in a certain direction. This signifies "big heads" in the direction indicated.

Some hand signs are originated to suit peculiar local conditions and do not become widely disseminated, but those that I have described are all very widely known. One may see them in use, indeed, on railroads from Maine to California, and as well understood in one place as in another.—*By Charles Carpenter in American Mercury.*

Total 666 Years in D. & H. Service

TWENTY-TWO Delaware and Hudson Railroad men, whose service records totaled 666 years or an average of about 30 each, have recently been retired on pension. The "oldest" man in the group, so far as length of service is concerned, was in the company's employ for nearly 59 years; another worked continuously for just half a century.

Those whose pensions have been approved, together with their departments, occupations, locations, and lengths of service, are:

Name	Department	Occupation	Location	Length of Service
William Bensen	Motive Power	Boilermaker	Carbondale	39
Robert D. Copeland	Transportation	Engineman	Carbondale	59
John Cushing	Police	Patrolman	Colonie	24
Amos Dalphe	Transportation	Trainman	Green Island	48
Thomas Darmody	Motive Power	Foreman	Colonie	50
Charles E. Dimock	Transportation	Conductor	Carbondale	39
Edgar Fairchild	Transportation	Fireman	Colonie	41
William W. Green	Car	Coach Repairer	Colonie	9
Edward W. Hall	Car	Planing Mill Optr.	Oneonta	9
Melvin Hidley	Car	Mach. Optr. Helper	Colonie	9
Melvin A. Hitchcock	Car	Patternmaker	Oneonta	29
Thomas J. Knorr	Transportation	Trucker	Wilkes-Barre	14
John J. Kuzmiack	Maintenance of Way	Foreman	Jermyn	28
William F. McClune	Transportation	Accountant	Albany	39
Albert Perry	Car	Laborer	Oneonta	7
John Person	Transportation	Clerk	Albany	29
Daniel J. Rothermel	Transportation	Switchtender	Hudson	41
Patrick E. Sheehan	Transportation	Night Watchman	Saratoga Springs	32
George Siedler	Motive Power	Locomotive Pilot	Carbondale	27
William E. Silsby	Transportation	Trainman	Carbondale	36
Ezra Tario	Transportation	Trainman	Mechanicville	38
Welous VanZandt	Car	Foreman	Oneonta	19

Clicks from the Rails

Shipment Got Through

A war veteran at Winfield, Kan., early this year learned that some of his relatives, living in Skarda, New Mex., were snowbound, and he surmised that they would be in dire need of food. He therefore sent a box containing 100 pounds of food to them via Railway Express, adding a note which said, "This shipment contains food supplies for snowbound sufferers, please rush!" Later the veteran received a letter from a brother stating, "I received your box. .... They stopped the train and put the box off at Skarda." Although the brother had to walk 56 miles to get the supplies, they arrived just in time for the family had less than a quarter of a pound of flour left.

Thoughtfulness Appreciated

Engineman Frank McGown, employed by the M-K-T at Waco, Tex., recently received a letter from the Rev. E. R. Sanford, pastor of the First Methodist Church, which is self explanatory: "I have noticed that in passing our church you are very considerate about our services, silencing the bell and rarely blowing the whistle. We greatly appreciate this consideration."

Three Horses Left

Only three of the 25,000 horses once owned by the companies which now form the Railway Express Agency are still "in service," and they are stationed at widely separated points in the east. The two largest vehicle fleets owned by the Agency, at New York City and Chicago, have now been completely motorized; motorization of the New York fleet was finished last November; and on April 11, 1932, the last horse-drawn units of the Chicago vehicle service were retired. Thus "Old Dobbin's" day in the express business is practically gone, but by no means forgotten.

Modern Miracle

At a hearing before the Missouri Public Service Commission, recently, the owner of a bus line was given permission to discontinue one of his runs between Cottonwood Point, Mo., and Kennett, via Caruthersville. The last two stations are on the Frisco, and the bus operator, in support of his application for permission to discontinue the bus service, said that the superiority of the railroad service over that provided by the bus line eliminated the need for the latter, and also its profits.

Engineman's Last Stop

Charley Thompson, engineman on the crack *Erie Limited*, was true to his trust recently when his hand grasped the speeding engine's throttle and death grasped at him. Approaching Crown Point, Ind., at high speed, Thompson's fireman stared in amazement as the veteran engineman suddenly applied the brakes and brought the long train to a standstill at Crown Point, a flag stop. Without a word the engineman, who apparently knew that death was near, arose, tottering, and plunged into the snow beside the tracks. When his body had been taken aboard the train, C. F. Morrett of Chicago, a road foreman of engines, finished Charley Thompson's last run.

Saved $125,000

A clear saving of approximately $125,000 is reported by the General Waste Avoidance Committee of the Illinois Central System as a result of minor economies in effect during 1931. These savings came through improved methods of handling scrap materials, cleaning box cars, reclaiming journal bearings, chemically treating cross ties and reducing the consumption of electricity, telephone service, water, stationery forms, envelopes, ice, generator belts and air compression.

Discovers Broken Rail

John Donahey, cashier of the First National Bank at Trenton, Tex., recently discovered a broken rail in the M-K-T's main track at a road crossing near his home town. He immediately reported it to the station agent, who called the section foreman and the rail was repaired at once, removing the danger of a possible derailment.

King George V's Bell

In a recent photograph of the Great Western's Bristol to Paddington Express, snapped as the crack flyer sped by Rushey Platt, near Swindon, England, hauled by the famous locomotive *King George V*, the bell presented by the Baltimore and Ohio at its "Fair of the Iron Horse," in 1927, is plainly visible on the engine's pilot beam. Ordinarily British locomotives are not equipped with bells; the *King George V* is believed to be the lone exception.

Statewide Railway Club

A statewide organization of employes of 15 railroads and two express companies operating in Georgia was formed at a meeting of about 100 men, held in Macon, in April, O. W. Grealish, a Central of Georgia man, being elected president. The primary object of the "Association of Railway Employes of the State of Georgia," as it has been named, will be to work for law enforcement and other matters affecting the railroads of the state.

Carried 60,000 Hats

Traveling in a solid special Pennsylvania Railroad train, 60,000 Easter bonnets moved over the P. R. R. to a western point early this year. This is thought to be the largest shipment of hats ever handled in one consignment.

Moments

TIME is so precious that it is dealt out to us only in the smallest possible fractions—a tiny moment at a time. We cannot live again a moment that has just passed, nor can we live in the moment that is to come. Just while the pendulum is swinging through the present instant—this is the only time of which we are sure, the only time to do our thinking, our working. Why should we not make this a perfect moment?"—EXCHANGE.